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THIS IS UNEVALUATED INFORMATION

Railroad Ties

1. 50X1

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50X1 only wooden ties, oak and pine, for the most part creosoted, were used, on Soviet railways; pine ties were predominant. Holes for spikes were pre-bored for about one-quarter the length of the spike. During the last years prior to World War II, the ties were usually pre-adzed. 50X1

2. 50X1

The average length of tie life was four years.

3. 50X1

Long oak ties, the best quality, were used in switching areas; oak ties, and, to some extent, pine ties were used on the basic main lines.

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The number of ties per kilometer on the main lines fluctuated between 1300 and 1600; on secondary roads and spur lines the number ranged between 1200-1300 per kilometer.

Rails

5.

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50X1

50X1

50X1

There were three grades of rails: 1-a, 2-a, and 3-a. The grade was determined by weight per meter, as the thickness of the rails varied, although the length was constant.

6.

Rails

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50X1

which were no longer suitable for main line use were removed for use on spur lines, or were delivered to steel mills to be melted down. the railroads did not re-roll rails; they limited their repairs to the resetting of rails and straightening them. For rail straightening, they used a special apparatus in the sector repair shop. It is possible that the steel mills may have heated and rerolled the rails, but as a rule, they produced only new rails.

Fuel and Electric Power

7.

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The number of cars per train depends on road grades, the type of locomotive, etc. On the Moscow-Odessa sector of the Southwest Railway, approximately six pairs of passenger trains and 18-20 freight trains made the run in each 24-hour period (a pair consists of one train in each direction). Six to nine pairs of passenger trains and 25-27 pairs of freight trains on the Grozny-Rostov sector of the North Caucasus Railway made the run in a 24-hour period. All this information is listed in railroad time-tables, plus data on the weight and length of the trains, locomotive type and speed.

8.

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The West and Southwest Railways used coal exclusively; the North Caucasus railway used only Diesel oil. None of the Soviet railroads known to me used electricity. Passenger trains were usually drawn by C, CY, and ИС type locomotives. The Э locomotive was most prevalent on freight trains; the ЩЛ type was also utilized. In the early 1930's the was developed from imported US models and is now widely used in the Donets basin.

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Manpower

50X1 9. [redacted]

50X1

50X1 [redacted] the Southwest railroad employed 3,500 people, while the entire road employed from 100,000 to 120,000 people. Both the West and the North Caucasus employed approximately the same number of workers within a margin of 10,000.

50X1

10. [redacted]

A typical passenger train consisting of a locomotive and twelve cars had the following personnel:

three men in the locomotive;
one man responsible for lubrication;
a head conductor (the chief of the train who carried the train documents and was responsible for the safety of the passengers);
an assistant head conductor;
two conductors for each car.

Total personnel: 30 people.

11. [redacted]

50X1

The number of trainmen on a freight train varied, but a train usually carried seven or eight: three men on the locomotive, one man for lubrication, and three or four other workers.

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12. [redacted]

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There are six classes of railway stations: the superclass (vneklassnaya), of which there were 48 in the USSR; the first, second, third, fourth and fifth class, the last named also being called a shunt station (stantsiya razʻyezd). The first class station in the North Caucasus, Prokhladnaya, employed

50X1 450 people [redacted] A super-

50X1 class station, e.g. Kavkazska, had 600-650 people.

13. [redacted]

Employees working days only normally put in a 46 hour work-week: six hours on Saturdays and eight hours the remaining days. For 24-hour a day operations, the system was as follows: 12 hours of day work followed by 24 hours off; 12 hours of night work followed by 48 hours off.

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